



CONDITIONS OF PURCHASE AND TRANSPORT
FOR FORWARDERS OF PACKAGED GOODS
H&R Group

Status 15 May 2024

I. Notes on application/scope/preliminary remarks

These Terms and Conditions of Purchase and Transport apply to all forwarders, participants/contractors (hereinafter referred to as forwarders) who transport general cargo goods on behalf of H&R or accept general cargo goods on behalf of the customer. All requirements for a proper process are regulated, starting with the vehicle disposition up to the technical requirements (e.g. load securing) for a safe, environmentally friendly and specification-compliant transport.

The Terms and Conditions of Purchase and Transport also apply to all subcontractors used by the contractors. The Contractor shall ensure that these requirements are brought to the attention of the subcontractor and that the subcontractor undertakes to comply with these Terms and Conditions of Purchase and Transport.

These instructions are only valid in their complete context. If extracts are taken from it, it must always be ensured that they are only valid in conjunction with the entire instruction.

This instruction is only valid in the current version.

This instruction may lose its validity in part or in full depending on changes to or withdrawal of the relevant areas of the above-mentioned principles.

In the event of relevant changes or withdrawal of regulations, guidelines etc., the instruction may lose its validity in part or in full.

We endeavour to keep the instructions up to date with the current state of the art.

However, this does not release the user from the obligation to familiarise himself with the current state of the art.

In case of doubt, direct instructions must be obtained from the H&R Group.

Acknowledgement:

Hamburg,
Place

Date

H&R Management

Place

Date

Forwarder

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II. Validity

a. Product quality

If there are situational circumstances that require us to act contrary to the instructions, the client must be informed before the action is taken and his consent obtained. These are exclusively circumstances that restrict the goods for the originally intended subsequent use.

- e.g. moist vehicle floor, torn tarpaulins, damaged truck bodies

b. Transport quality

Deviations from the instructions relating to transport quality are not permitted. The recommendations in the instructions refer to a standard that fulfils the commercial and technical requirements. A further reduction of the measures described, reduction of load securing aids etc. would therefore lead to an impermissible undercutting and thus endangering the transport quality.

- e.g. driver brings inadequate load securing equipment.

III. Requirements for vehicle scheduling and order processing

1. General requirements

- a. Our transport orders must always be confirmed in writing and may only be accepted if it is guaranteed that at least the specified loading quantities can be loaded. The return of the H&R loading order with stamp, signature and legible signature (block letters) of the contractor is sufficient.
- b. Deviations from the orders must be communicated immediately after they become known.
- c. The status of the shipment must be indicated by a shipment tracking system. The delivery date and the delivery times must be reported to H&R in writing at least 24 hours after delivery (measurement of delivery reliability). Alternatively, electronic transmission in the form of machine-readable collective data is also possible, which is then loaded by H&R into the merchandise management system. The reporting intervals must be agreed with H&R.
- d. Proof of shipment (EU country) or proof of export (third country) is required for every transport outside Germany. These must be sent to H&R together with the transport invoice. The aim is to provide monthly collective proof in written or electronic form. Proof of export/proof of transfer must be prepared in accordance with the company details on the delivery note.
- e. Costs not included in the freight price (demurrage, heating costs, etc.) must be reported in writing to the responsible H&R freight forwarder no later than 5 working days after loading at the loading plant or after unloading at the customer's premises.
- f. The receipt of additional accompanying documents (AAD, samples, export declarations, preference certificates (customs invoices, certificates of analysis, etc.) sent/handed over to the forwarder/driver by H&R must be confirmed in writing on the "delivery note" form.

- g. The H&R order number must be stated in all documents. Documents without this number will not be processed. The registration for collection is made always with the order number before the planned collection in order to coordinate an appointment/time slot allocation in the dispatch department of the respective collection location. The location-specific collection time/time slot regulations of the H&R locations must be taken into account in this planning and coordination (Appendix 1).
- h. For transport orders for the distribution companies Hansen & Rosenthal GmbH & Co. KG, Klaus Dahleke GmbH & Co. KG, H&R Wax & Specialties GmbH and Tudapetrol GmbH & Co. KG, the client and therefore the invoice recipient is always the company Tudapetrol Mineralölerzeugnisse Nils Hansen GmbH & Co. KG, Am Sandtorkai 64, 20457 Hamburg - even if the delivery notes show different names of the distribution companies.

For transport orders from SRS Schmierstoff Vertrieb GmbH, this is also the invoice recipient.

- i. The freight forwarder undertakes to ensure that when picking up the goods at loading locations not belonging to H&R, the order documents of these locations are not handed over to the customer, but only the order documents transmitted by H&R.
- j. In the event of problems/complaints in the course of unloading, H&R order processing must be informed immediately after becoming aware of them, stating the reasons. The freight forwarder shall ensure that its drivers do not provide any information about the facts of the case in the event of questioning at the customer's delivery plant.
- k. The involvement of General Average Commissioners in the event of a claim must be agreed in advance and authorised by H&R. If this is not the case, no costs will be assumed, irrespective of the subsequent determination of debt.
- l. Complaints will be handled in close coordination with H&R while maintaining the best possible customer satisfaction under the circumstances.
- m. In the case of full loads, it must be ruled out that no reloading onto other vehicles is carried out during the entire transport. It is also not permitted to split full loads between several vehicles.
- n. In the case of groupage shipments and when small batches are brought forward, it must be ensured that the packages accepted remain unchanged and undamaged in the transport packaging and palletisation handed over. The accepted packages must be protected from damage by suitable load securing (Appendix 7).

IV. Pallet management

- a. The Euro pallet is a recognised medium of exchange, unless otherwise agreed. Other pallet formats will be handled individually by prior agreement with H&R.
- b. Module size: The pallet as a Euro pallet load carrier,
Industrial pallet (L=1,200 mm x W=1,200 mm),
Chemical range CP2, CP3, CP5 and CP9

V. Technical requirements

1. General requirements

a. Vehicle suitability

The vehicles provided for transport must be suitable for the intended cargo. The vehicles must comply with the specifications required in our loading instructions. The requirements of the H&R loading instructions regarding the type of loading and load securing must be met with the type of vehicle provided, otherwise the goods will be rejected at the loading location.

b. Vehicle control at the H&R loading sites

Vehicle control at the loading sites is carried out either by verbal agreement with the H&R loading personnel or - where already in use - with the aid of truck yard management software; at the refinery sites additionally via mobile phones, which are handed out in the course of vehicle registration. The handling of these devices is described in Appendix 6.

c. Personal protective equipment

Personal protective equipment (PPE) must be put on at the latest when leaving the storage room/waiting area.

d. Cleanliness, foreign objects (stones) and coarse dirt, swept clean

The entire loading area must be swept clean before loading so that no foreign objects are left on the loading area. In particular, load residues such as balls of plastic granulate can cause damage.

Powdery, oily and greasy substances cannot usually be removed with a broom without leaving residues. These loading surfaces are not suitable for loading without special further treatment. Attention must also be paid to the areas around the anchor points embedded in the vehicle floor.

The entire cargo area must be free of cargo residues of any kind. It must also be ruled out that the load is affected by dirty tarpaulins, belts, Euro pallets etc. carried along. The load must not show any contamination after the transport that was not already present before the transport.

Ensure that there are no *nails* in the floor of all load containers (truck semi-trailers, containers, rail wagons):

With older floors, defective or loosened *bolts* may protrude from the bolted connection under load (when driven over with a forklift truck). These defects are difficult for our employees to recognise, but can cause considerable damage to the load and must therefore be avoided at all costs.

e. Dry

The cargo area must be dry before loading. This means, for example, that there must be no visible differences in colour on the loading area due to moisture.

f. Odourless

Odour is subjective. If the cargo hold (especially containers) has a strong, pungent, sweetish or even "disgusting" odour, it is the responsibility of the H&R personnel responsible for loading to approve or stop loading.

If there is a possibility, especially regarding containers, that the substances involved are harmful to health, we will refuse to load them in case of doubt.

If necessary, the cargo hold could be ventilated for at least two hours. It would then have to be closed again for at least 30 minutes.

If the cargo hold still has an unusual odour after reopening, we will refuse to load the vehicle.

g. Free from damage ("light test")

The load container must be free of damage. Our employees check these requirements with the help of the so-called "light test". This allows even minor damage to be detected.

The employee enters the cargo hold and checks that there is no light coming in from outside. If necessary (containers, railway wagons), the doors must be closed briefly under supervision by a colleague from outside to darken them. If the light test cannot be carried out, our employees check the interior for damage under the given circumstances.

As far as possible, the light test must be carried out in advance by the truck driver in the manner described above.

A bright flashlight should be available to the driver for this purpose. A precise check by visual inspection alone and without entering the container is not possible. The driver must check the entire length of the container from the inside for damage.

h. Oil and grease free

There must be no oil and/or grease deposits on the loading surfaces and walls.

i. Contaminations, coarse dirt

Contaminants affect the overall quality of the load. The freight forwarder must ensure that there are no debris left on the loading areas even after cleaning.

j. Freight containers/sea containers

For all containers, particular care must be taken to ensure that there are no nails in the floor.

In older container floors, defective or loosened screws may emerge from the screw connection under load (due to driving with a forklift truck). These containers cannot be dispatched without appropriate repair measures.

k. Floor load capacity, line load, point load of containers

Container floors must be able to be driven on without restriction up to the maximum floor load capacity. A noticeably wavy container floor may indicate that it has already been overloaded. This could possibly break during subsequent loading. In case of doubt, these containers will be rejected by H&R loading personnel.

Repaired wooden floors must be replaced over the entire section. Partial sections are not permitted.

If bent floor cross members are visible, this container is not suitable for loading.

l. Intact cargo containers (e.g. semi-trailers, railway wagons, containers)

Freight containers generally show signs of wear in accordance with the year of construction. Damage and abnormalities that make the load carrier appear unsuitable for the intended transport must be carefully assessed by the freight forwarder/driver before use.

In particular, it is not permitted to use the load carrier if the load-bearing components are damaged. The load carriers must therefore be carefully checked before each transport.

m. Certifications

In general, only tested trailers are authorised; exceptions are only possible by prior arrangement. Verbal statements by the driver regarding structural strength, special conversions, strength of lashing points, multiple use of anti-slip material (RHM) etc. will only be accepted by our loading personnel if the information can be substantiated by the driver with the corresponding certificates. If possible, these certificates should be issued by accredited and reputable testing institutes.

The certificates must correspond to the actual vehicle used and the actual load.

n. Previous loads

Although unavoidable in principle, the aim should be to ensure that no vehicles with partial loads are provided for loading. This means that the vehicle must have a loading area for full utilisation. Pallets placed on the loading area are already considered a restriction of the loading area capacity. If there is any external cargo of any kind on the vehicle, the shipper will not move, load, secure or re-secure it under any circumstances.

2 Specific requirements for the load carriers

2.1. Road truck

- a. In general, road trucks must always be closed. The truck provided must be equipped with sufficient load securing material, even if only 1 pallet is loaded.
- b. Sufficient lashing points must be available. Preferably perforated profiles or variable attachment points. If lashing points are apparently retrofitted, their actual strength must be proven by the driver at the request of the H&R loading personnel by submitting written proof from the vehicle manufacturer.
- c. The vehicle tarpaulins must be free of holes, cuts and other damage that could allow water to enter the load compartment. The vehicle floor must also not allow any moisture to enter the load compartment. If there are holes, cuts or gaps that allow light to enter, the vehicle is unsuitable and will be rejected.

2.2. Freight containers / sea containers (20' and 40')

2.2.1. Check before acceptance at the depot

- a. Before the container is delivered to the relevant H&R distribution centre for loading, it must be accepted at the depot. This is carried out by the forwarding agent commissioned by H&R.
- b. In most cases, the containers are collected from the depot by truck. This means that a load, in this case the container, is handed over to the driver against a receipt (exchange). The driver signs that he has accepted the load in perfect condition. However, as containers are used for loading waste as well as for loading packaged foodstuffs, for example, the required "container quality" also appears to be variable.
- c. However, for subsequent loading of the container with H&R Group cargo, the container must fulfil the special requirements listed under point V "Technical requirements" and the "Container requirements profile" listed under point 2.2.2. in this chapter. If the container does not fulfil these requirements, it is not suitable for loading and may be rejected by the shipper.

- d. The responsible depot operator delivering the container is primarily responsible for checking and handing over the container. The following requirements profile must always be complied with by the depot operator and all persons involved in the delivery, collection and transportation. Even if some checks have been reduced or suspended over time or, for example, delegated to the truck driver responsible for collection, everyone involved is responsible and liable for their own area.
- e. Optional
In the event of a deviation from the above description or if there are compelling reasons not to do so, the parties involved in the transport must agree on a generally acknowledged procedure before delivery of the container and record this in written form.

2.2.2. Container request profile

- a. Intact cargo container
Each container shows signs of use appropriate to its year of construction. Damage and abnormalities that make the container appear unsuitable for the intended transportation must be carefully checked.

In particular, the container must not be delivered if the load-bearing components are damaged.

Dents that exceed the DIN/ISO dimensions of the container are not permitted.
"Rule of thumb": Anything that extends beyond the corner fittings will be rejected by H&R.

The containers must be thoroughly inspected before delivery. As a basis the international IICL guidelines must be applied.
- b. Checklists/Interchange
A clean exchange must be carried out for each container. It is assumed that the container has a valid CSC/ACEP sticker. This must be valid for at least three months after delivery of the container.

VI. Requirements profile for load securing equipment

- a. Anti-slip material (ASM)
ASM is determined for single use only

Exception: The manufacturer provides a corresponding certificate for multiple use

If ASM is used more than once, the usability test must be carried out in accordance with Guideline 2700, Sheet 15.

It should have a coefficient of sliding friction of at least $\mu_D 0.6$.

ASM should fully comply with the current requirements profile of the VDI.

The ASM must be installed in accordance with the specifications in VDI 2700, Sheet 9.

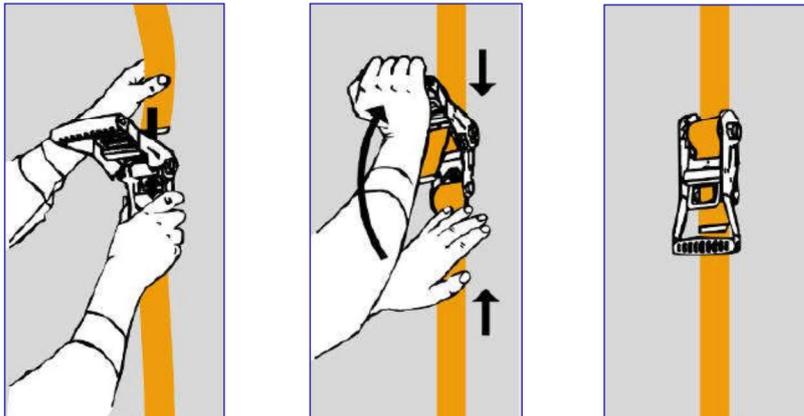
Remark:

If there is any doubt that the existing ASM does not reach the minimum value of the coefficient of sliding friction of $\mu_D 0.6$, it should not be used.

b. Reusable ratchet straps (short lever ratchet)



Foto: Dolezych



Kurzhebelratschen sind nicht empfehlenswert, da sie nicht die geforderte Vorspannung von 500 daN erreichen.
Der Griff der Kurzhebelratsche muss zum Spannen nach oben gedrückt werden.

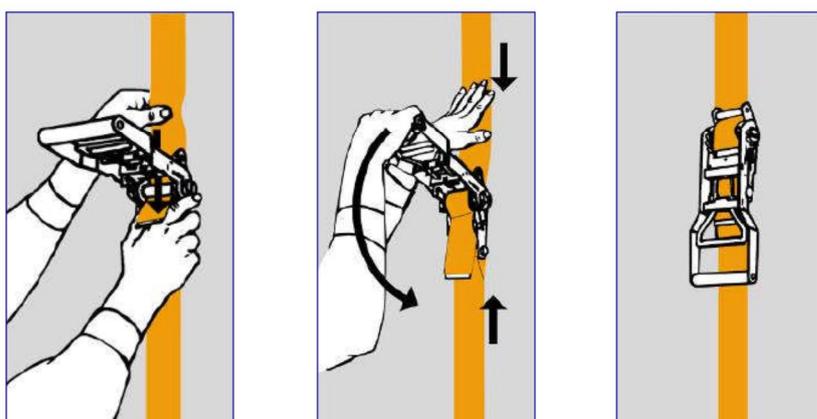
Translation text picture:

Cable ratchets are not recommended as they do not achieve the required pretension of 500 daN. The handle of the short lever ratchet must be pushed upwards for tensioning.

c. Reusable ratchet straps (long lever ratchet)



Foto: Dolezych



Langhebelratschen sind ergonomischer zu bedienen. Die geforderte Vorspannung von 500 daN lässt sich mit diesen Ratschen einfacher erreichen. Der Griff der Langhebelratsche muss zum Spannen nach unten gezogen werden.

Translation text picture:

Long lever ratchets are more ergonomic to use. The required pretension of 500 daN is easier to achieve with these ratchets.

The handle of the long-lever ratchet must be pulled downwards to tighten.

d. Reusable ratchet straps

have to be labelled (ratchet side). If the label is destroyed, illegible or missing, this belt end may no longer be used for cargo securing.

LC	Capacity	Strength of the belt
STF	Standard Tension Force	Ratchet force
SHF	Standard Hand Force	Force of the user



e. Correct use of reusable ratchet straps (long lever ratchet)

Several reusable ratchet straps may be attached to one standard attachment point on a truck semi-trailer. semi-trailer may be attached. Provided that the capacity of the attachment point is not being exceeded and that the lashing hooks are not subjected to impermissible loads.

The use of intact but heavily soiled and therefore discoloring lashing straps should be avoided. If necessary, suitable supports should be positioned between the ratchet and the cargo.

However, these supports should not shift or fall out during transport.

Ratchet lever extensions are not permitted.

Exception: These are specially designed and accepted/confirmed by the manufacturer.

VII Before loading

1. General

- a. In general, load securing must be executed in a form-fit way. This means that the cargo must be stowed without gaps and rests directly against the vehicle body. However, this requires a sufficiently stable vehicle body. With form-fit load securing, the cargo is loaded directly up to the bulkhead or against the drop-side or stanchions. An alternative method of form-fit loading is direct-lashing, which is used e.g. as diagonal, diagonal lashing, head or side slings. Any remaining gaps between the loaded goods are filled by using form-fit lashing (e.g. with pallets, dunnage bags, etc.).

2. Cargo-specific information

- a. H&R will provide packaging-specific cargo securing instructions by sending loading instructions together with the transport order to the freight forwarder. These instructions must be followed. Vehicles that do not comply with these instructions will be rejected.
- b. Any circumstances that could lead to the goods being damaged during transportation, loading or unloading must be clarified before loading. Vehicles that do not meet the requirements profile described in these instructions and the applicable documents may be rejected by the responsible shipper.
- c. The vehicle drivers- **if present during loading (swap bodies/swap trailers)** - must coordinate the positioning of the load on the vehicle with the H&R loading personnel. Customer-specific requirements must be taken into account as well as compliance with the load distribution plan.
- d. If it is necessary open both long sides of the vehicle (example: semi-trailer) for loading or load securing this must be ensured by the driver.

VIII. During loading

1. General

- a. The current safety regulations and accident prevention measures must be strictly followed. If these are unknown, they have to be enquired before commencing loading activities.

2. Driver

- a. The driver must prepare the **vehicle with the appropriate materials** for proper transport.
If necessary, the driver is responsible for positioning anti-slip material (RHM) under the cargo in accordance with the specifications (loading instructions) (see section Load securing aids).
- b. The truck driver checks as far as possible
 - à whether the loaded goods are apparently free of damage,
 - à whether the load is free of dirt,
 - à whether the goods match those specified in the transport order,
 - à whether the number of items corresponds to the number stated in the transport order.
- c. Defects, deviations etc. must be reported directly by the driver.
- d. If the driver takes over an already loaded and sealed load container, he is exempt from this obligation, he is exempt from this obligation.

IX. After loading

1. loading personnel

- a. checks again
 - à the load and quantity according to his transport order,
 - à the correct distribution of the cargo according to the load distribution plan,
 - à correctness of cargo securing in accordance with the currently valid technical regulations (based on H&R loading instructions, among others).

- b. Optional: Photographically document the type of loading and the cargo securing (see documentation of the loading).

2. Driver

- a. checks again
 - à the load and quantity according to his transport order,
 - à correctness of cargo securing in accordance with the currently valid technical regulations (based on the H&R cargo securing catalogue, among others).

X. Hazardous goods shipments

- a. The driver needs a valid ADR certificate
- b. In case of transport of hazardous goods, the ADR requirements [and the GGVSEB](#) in the valid version must be fulfilled (see also Appendix 5).
- c. [The small quantity regulation known as the 1,000-point regulation in accordance with Annex A 1.1.3.6 ADR does not apply.](#)
- d. For hazardous goods loading, the cargo is additionally checked by H&R loading personnel and ensured by the driver that the currently valid hazardous goods regulations are complied with.

XI. Safety requirements for heavy goods vehicles (HGVs)

In principle, the vehicles provided for collection must comply with the legal requirements of the current German Road Traffic Licensing Regulations. The following minimum requirements for trucks defined by H&R must be met, even if they exceed the legal requirements.

All vehicles:

1. General

- a. must be visibly "well-maintained" and capable of withstanding a simple safety inspection. The inspection also includes the functionality of the brakes and a tyre inspection (the tyres do not show any obvious damage),
- b. have three-point safety belts for the driver and passengers,
- c. Passengers from outside the transport company and animals are not permitted to enter the factory premises,
- d. certified trailers with code XL must carry the manufacturer's certificate and present it on request,
- f. Vehicles with an open loading area cannot be loaded in order to protect the goods from direct weather, among other things,

2. Safe loading

- a. Transport vehicles are loaded within the limits of the allowed gross weight and in accordance with government regulations for trucks, tractor units, articulated trucks and trailers,

- b. are loaded and operated within the respective national weight limits for axle loads in consultation with the vehicle driver,
- c. Depending on the loading location, vehicles are either loaded from the rear via a loading ramp with a front-mast forklift truck or from the side at street level.
- d. Loading of vehicles with special superstructures shall only take place by prior arrangement. Furthermore, the truck driver is obliged to inform the shipper of any special features relating to the loading process or special superstructures on his vehicle, e.g. "gooseneck", movable floors, etc.

3. Tyres

- a. Retreaded and regrooved tyres are permitted, but must be processed by an authorised specialist workshop in accordance with the original tyre manufacturer's recommendations. Retreaded and regrooved tyres are not permitted on steering axles.
- b. All vehicles must be fitted with tyres that have a tread depth of at least 2.5 mm, which must cover the entire width and tread of the tyre.
- c. Diagonal-ply tyres must not be used with radial tyres on the same axle.
- d. Tyre repairs by means of vulcanisation are not permitted.

4. Brakes

- a. are equipped with a three-line system consisting of a service brake, a secondary brake and a parking brake,
- b. do not have a knot asbestos coating.
- c. All vehicles (tractors, trucks, or trailers) newly registered after 31 December 2003 must be equipped with ABS (anti-lock braking system).

5. Safety devices

5.1. Mirror

- a. are equipped with wide-angle mirrors in order to be able to see the full length of the vehicle on both sides
- b. have mirrors that ensure visibility of blind spots on the passenger side

5.2 Other safety devices

have at their disposal:

- a. Laminated glass windscreens
- b. Hands-free systems (cellular telephone or radio),
- c. Splash guard on the mudguards,
- d. Underride guard on the sides and rear (in accordance with StVZO §32b underride guard),
- e. Electronic or electromechanical tachograph or other OBC devices on each vehicle,
- f. New vehicles registered after 31 December 2003 with a gross weight of more than 7.5 tons must be equipped with a speed limiter that is set so that a speed of 85 km/h or - if lower - the respective national speed limit cannot be exceeded.

- g. First aid kit in each driver's cab
- h. Semi-trailers and trailers must be fitted with reflective, highly visible strips,
- i. Three warning triangles/warning lights,
- j. In the case of dangerous goods, trucks must be equipped with at least one or more dry powder fire extinguishers in accordance with the applicable ADR regulations, two of which must be easily accessible on each side of the vehicle.

5.3 Minimum requirements for lighting

- a. Halogen headlights
- b. Front fog light and rear fog light
- c. Hazard warning lights
- d. Brake lights
- e. Marker lights on the trailers

6. Driver management

The following minimum requirements should be observed when selecting and training drivers:

6.1 Ability to work

At the time of recruitment, the driver has been medically examined and is free of medical conditions and/or has not been prescribed any medication that could negatively affect their ability to drive.

6.2 Qualification and experience

The driver

- a. is in possession of a valid driving license for the type of vehicle he/she is to drive and is authorized, if necessary, to drive vehicles carrying the specific goods covered by the applicable dangerous goods regulations,
- b. can present a good professional driver's certificate when hired. A "good" certificate means no culpable involvement in accidents and only minor and infrequent traffic offences (e.g. minor speeding, disregard of driving times),
- c. has been assessed by a competent assessor authorized by the company and has passed an 'on the road' test. An approved assessor in this context can either be one who holds an official qualification and has experience in assessing truck drivers or a driver appointed by the company or a transport operator who is deemed competent enough to assess other drivers on the road,
- d. must be able to speak and write German **and/or at least English** to the extent that communication is possible and have basic numeracy skills,
- e. shows a fundamentally defensive driving behaviour,
- f. has confirmed to the company in writing that he/she abstains from alcohol and drugs during driving times,
- g. The vehicle owner must employ drivers who are familiar with the independent management of load securing and the special features of the respective load, as well as with the handling of the vehicle.

6.3. Training

The driver

- a. has received a briefing on the H&R company rules, reporting and emergency procedures,
- b. has taken part in a recognised training course for defensive driving in the last 4 years,
- c. takes part in 5 different training courses in 5 years, totaling 35 hours (driving safety, ECO driving training, load securing, social regulations and others) in accordance with the Professional Driver Qualification Act,

6.4 General code of conduct for truck drivers

The following behavioural guidelines must be observed at the H&R loading sites and the delivery locations of our customers:

- a. The safety guidelines and safety equipment at the respective delivery and unloading locations of our customers must be complied with and used in accordance with the regulations. "Personal protective equipment" (PPE) must always be worn (Appendix 2, 3, 4),
- b. Friendliness and a willingness to co-operate are a matter of course,
- c. Information on further details in the course of loading at the H&R locations is prohibited, even in the event of a complaint,
- d. Environmentally-friendly behaviour at all times,
- e. The instructions of the loading and unloading personnel must be followed.

XII Annexes

- Appendix 1 Loading times and demurrage regulations of the H&R locations and contact persons
- Appendix 2 Information sheet for haulers "Safety, order and traffic regulations Tudapetrol Mineralölerzeugnisse KG, Hamburg"
- Appendix 3 Information sheet for freight forwarders "Safety, order and traffic regulations, H&R ChemPharm GmbH, Salzbergen"
- Appendix 4 Information sheet for freight forwarders "Safety, order and traffic regulations H&R Ölwerke Schindler GmbH, Hamburg Neuhof"
- Appendix 5 Checklist for the transport of dangerous goods (Annex is not subject to the amendment service)
- Appendix 7 Work instructions for load securing Complete overview of the load units with the "Work instructions for load securing load units" listed individually in the document

The annexes can be accessed at <http://einkauf.hur.com>. For internal use, they can be found in our document management system DokWeb.